

## IN THE CLAIMS

Please amend the claims as follows:

Claims 1-9 (Canceled).

Claim 10 (New): An electric energy recovery system in a motor vehicle driven by at least one electric motor, containing a fuel cell that feeds the electric motor and electrical equipment supplied with fuel of hydrogen, by a reformer, a fuel flow of which is controlled in accordance with electricity consumption of the electric motor, and which temporarily produces excess fuel when consumption of the electric motor diminishes, and containing an energy storage,

the method comprising:

a) a balancing during which a potential electric power that the fuel cell is capable of instantaneously supplying is calculated in accordance with the fuel flow produced by the reformer and during which electric powers instantaneously consumed by the electric motor and by the equipment are estimated;

b) calculating excess electric power which is the result of a difference between the potential electric power and a sum of the estimated electric powers consumed;

c) determining instantaneous electric power storage capacity of the energy storage which is released when the excess electric power is strictly positive;

d) a storing activated when the instantaneous storage capacity is higher than or equal to the excess electric power, during which the fuel cell is supplied by all of the excess fuel and during which the excess electric power is stored in the energy storage;

e) distributing the excess fuel, which is activated when the storage capacity is less than the excess electric power, during which the fuel cell is supplied with a portion of the excess fuel sufficient to reconstitute energy stocks of the energy storage.

Claim 11 (New): A method according to claim 10, further comprising, between the calculating b) and the determining c), recuperation braking b') activated when the electric power consumed by the electric motor is nil, the electric motor then being capable of operating as an electric current generator, and during which the electric power capable of being produced by the electric motor is estimated and then added to the excess electric power.

Claim 12 (New): A method according to claim 11, wherein on the storing d) and distributing e) the electric power produced by the electric motor is stored in the energy storage in priority over the excess power produced by the fuel cell.

Claim 13 (New): A method according to claim 10, wherein a remaining portion of the excess fuel is burned off.

Claim 14 (New): A method according to claim 10, wherein a remaining portion of the excess fuel is stored in a tank.

Claim 15 (New): A method according to claim 10, wherein the energy storage includes electric batteries.

Claim 16 (New): A method according to claim 10, wherein the energy storage includes a heat accumulator in which the excess electric power is stored in a form of heat energy by a compression cooling system.

Claim 17 (New): A method according to claim 10, wherein the energy storage includes a fluid container in which the energy is stored in a form of mechanical energy by a pump that modifies fluid pressure.

Claim 18 (New): An electric energy recovery system in a motor vehicle driven by at least one electric motor, comprising:

a fuel cell that feeds the electric motor and electrical equipment and is supplied with fuel hydrogen, by a reformer, a fuel flow of which is controlled in accordance with electricity consumption of the electric motor, and which temporarily produces excess fuel when the consumption of the electric motor diminishes, and containing an energy storage,

the system regulating excess recovered energy produced by the motor and energy supplied by the fuel cell with aid of surplus reformat produced by the reformer.